

area encompassing more than one State, that part of the urbanized area in each such State, or an urban place as designated by the Bureau of the Census having a population of 5,000 or more and not within any urbanized area, within boundaries to be fixed by responsible State and local officials in cooperation with each other. Such boundaries shall, as a minimum, encompass the entire urban place designated by the Bureau of the Census.

(2) *Rural area* means all areas of a State not included in the boundaries of urban areas.

(3) *Public road* means any road under the jurisdiction of and maintained by a public authority and open to public travel.

(4) *Rural arterial routes* means those public roads that are functionally classified as a part of the rural principal arterial system or the rural minor arterial system as described in volume 20, appendix 12, Highway Planning Program Manual.¹

(5) *Rural major collector routes* means those public roads that are functionally classified as a part of the major collector subclassification of the rural collector system as described in volume 20, appendix 12, Highway Planning Program Manual.

(6) *Urban arterial routes* means those public roads that are functionally classified as a part of the urban principal arterial system or the urban minor arterial system as described in volume 20, appendix 12, Highway Planning Program Manual.

(7) *Urban collector routes* means those public roads that are functionally classified as a part of the urban collector system as described in volume 20, appendix 12, Highway Planning Program Manual.

(8) *Appropriate local officials* means: (i) In urbanized areas, principal elected officials of general purpose local governments acting through the Metropolitan Planning Organization designated by the Governor, or (ii) in rural areas and urban areas not within any urbanized area, principal elected officials of general purpose local governments.

(9) For purposes of the above definition, the term *Governor* includes the Mayor of the District of Columbia; and the term *Metropolitan Planning Organization* means that organization designated by the Governor as being responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134, as required by 23 U.S.C. 104(f)(3), and capable of meeting the requirements of 49 U.S.C. 1602(a)(2) and (e)(1), 49 U.S.C. 1603(a), and 49 U.S.C. 1604(g)(1) and 1604(i). This organization is the forum for cooperative decisionmaking by principal elected officials of general purpose local governments.

(10) *Control area* as it pertains to the Interstate System, means a metropolitan area, city or industrial center, a topographic feature such as a major mountain pass, a favorable location for a major river crossing, a road hub which would result in material traffic increments on the Interstate route, a place on the boundary between two States agreed to by the States concerned, or other similar point of significance.

§ 470.105 System classification.

(a) The National System of Interstate and Defense Highways shall consist of routes of highest importance to the Nation, which connect as direct as practicable the principal metropolitan areas, cities, and industrial centers, including important routes into, through, and around urban areas, serve the national defense and, to the greatest extent possible, connect at suitable border points with routes of continental importance in Canada and Mexico.

(b) The Federal-aid primary system shall consist of an adequate system of connected main roads important to interstate, statewide, and regional travel, consisting of rural arterial routes and their extensions into or through urban areas.

(c) The Federal-aid secondary system shall consist of rural major collector routes.

(d) The Federal-aid urban system shall consist of arterial routes and collector routes, exclusive of urban extensions of the Federal-aid primary system.

¹The Highway Planning Program Manual is available for inspection and copying as prescribed in 49 CFR part 7, appendix D.

§ 470.107 General procedures.

(a) *Area classification.* (1) All areas of a State shall be classified as either rural or urban in accordance with the definitions in § 470.103(b) (1) and (2) of this regulation.

(2) Urban area boundaries shall be established in accordance with Volume 4, Chapter 6, Section 3 of the Federal-Aid Highway Program Manual.²

(b) *Functional classification.* (1) The routes of the Federal-aid primary, secondary, and urban system shall be designated on the basis of their anticipated functional usage.

(2) The State highway agency shall have the primary responsibility for initially developing and periodically updating a statewide highway functional classification to determine anticipated functional usage. The State shall cooperate with appropriate local officials, or appropriate Federal agency in the case of areas under Federal jurisdiction, in developing and updating the functional classification.

(3) The results of the functional classification shall be submitted to the Federal Highway Administration (FHWA) for approval and when approved shall serve as an official document for designation of Federal-aid systems. The State highway agency's submittal shall include highway maps showing the functional systems, statistics regarding the mileage extent of the functional systems, and a statement that the functional classification was developed in cooperation with appropriate local officials or appropriate Federal agency in the case of areas under Federal jurisdiction.

(c) *Designation of Federal-aid systems.* (1) The routes of the Interstate System to the greatest extent possible, shall be designated by the State highway agency or by joint action of the State highway agencies where the routes involve State-line connections. Interstate routes may be designated in both rural and urban areas.

(2) The routes of the Federal-aid primary system shall be designated by each State acting through its State highway agency. Federal-aid primary

routes may be designated in both rural and urban areas.

(3) The routes of the Federal-aid secondary system shall be designated by each State acting through its State highway agency and appropriate local officials in cooperation with each other. No Federal-aid secondary route shall be designated in urban areas.

(4) The routes of the Federal-aid urban system shall be designated by appropriate local officials with the concurrence of the State highway agencies. The Federal-aid urban systems shall be designated in each urbanized area and such other urban areas as the State highway agency may designate. No Federal-aid urban system route shall be designated in rural areas.

(5) In urbanized areas, the designation of Federal-aid routes shall be in accordance with the planning process required pursuant to the provisions of 23 U.S.C. 134(a).

(6) In areas under Federal jurisdiction, the designation of Federal-aid routes shall be coordinated with the appropriate Federal agency.

(7) The modification or revision of Federal-aid systems shall be carried out in accordance with the above provisions for the designation of Federal-aid systems.

(d) *Extent of systems.* (1) The Interstate System shall not exceed 42,500 miles under the statutory provisions of 23 U.S.C. 103(e)(1) and 103(e)(3).³

(2) The Federal-aid primary, secondary, and urban systems do not have a statutory limit on designated mileage, but these systems are limited in extent to the functional arterial and collector routes prescribed in § 470.105 (b), (c), and (d) of this regulation.

(e) *Designation of partial systems.* Although the State highway agencies and appropriate local officials are encouraged to designate all routes eligible for Federal-aid system designation in the approved statewide functional classification, all of the eligible functional routes need not be designated as a part of the Federal-aid systems. Where this is the case, the designation of eligible

² The Federal-Aid Highway Program Manual is available for inspection and copying as prescribed in 49 CFR part 7, appendix D.

³ Although not included in this regulation, limited additions to the 42,500-mile Interstate System are permitted under the provisions of 23 U.S.C. 103(e)(2) and 139 (a) and (b).